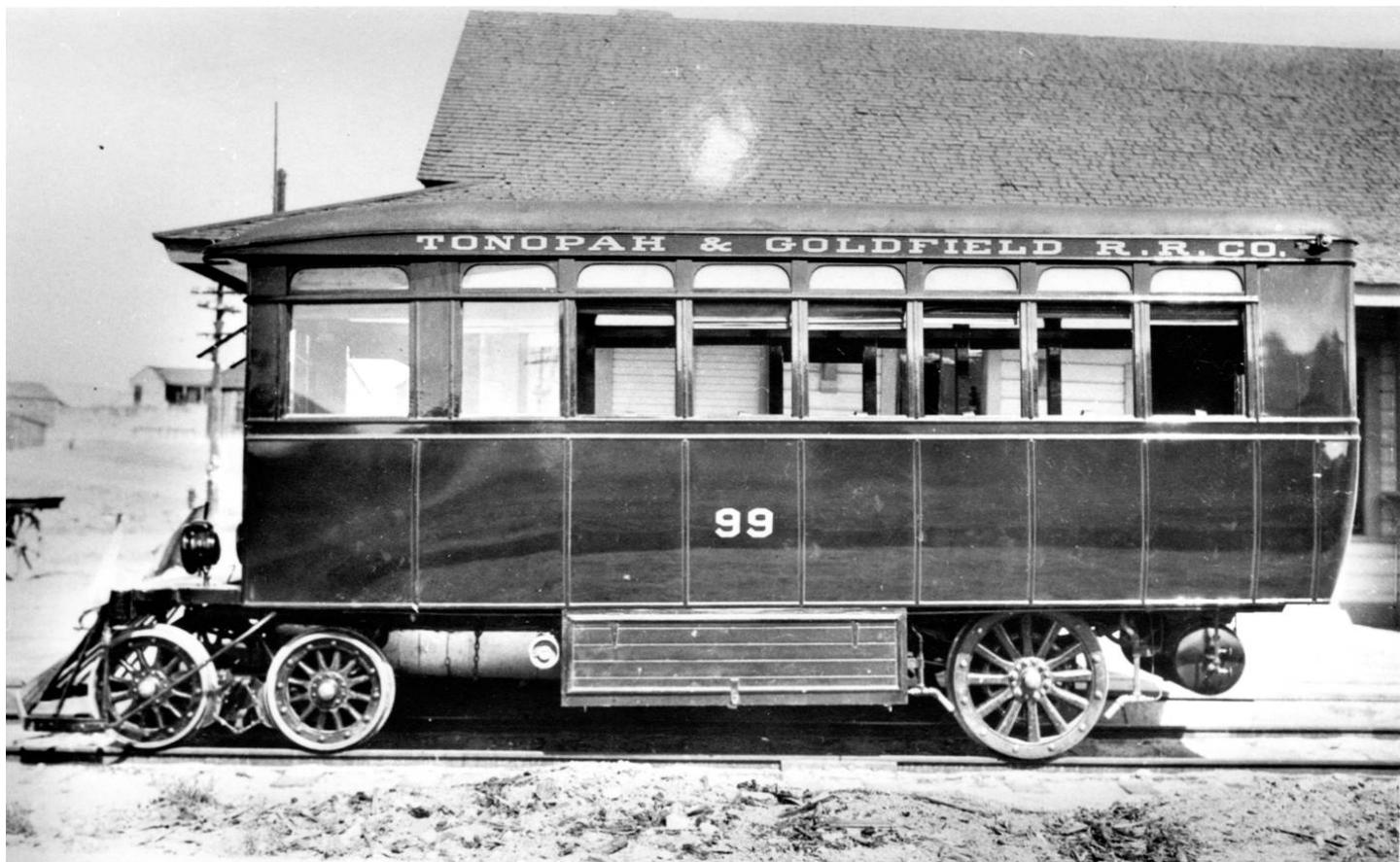


SAGEBRUSH HEADLIGHT

Vol. 31, No.2; 112th Ed.

THE NEVADA STATE RAILROAD MUSEUM
An Agency of the Division of Museums and History
Nevada Department of Cultural Affairs

Summer 2010



Self-propelled Passenger Cars in Nevada: Part III

By Stephen E. Drew, Chief Curator (retired) California State Railroad Museum

Tonopah & Goldfield Railroad

A new silver discovery in mid-1900 touched off a renaissance in southern Nevada gold and silver mining and associated development. The Tonopah & Goldfield Railroad emerged in November 1905 as a consolidation of the Tonopah Railroad and the Goldfield Railroad. The railroad extended 60 miles from Tonopah Junction on the Southern Pacific down to Tonopah in Nye County and 31 miles farther to the new boomtown of Goldfield in Esmeralda County.

The T&G was an early user of motor cars. In a December 14, 1908, letter to the Sierra Railway of California, T&G Superintendent of Motive Power A.B. Phillips remarked that the Nevada line had three motor cars: a Fairbanks, Morse roadmaster's inspection car that could carry three people, a small car built at Tonopah that could carry four, and a four-cylinder, 30-horsepower Oldsmobile that had been converted for rail use.

Continued on Page 6

NEVADA STATE RAILROADMUSEUM
 2180 South Carson St.
 Carson City, NV 89701-5999
 775-687-6953

museums.nevadaculture.org
 Open 8:30 to 4:30 Fridays through
 Mondays except Dec. 25 and Jan. 1
 Admission: \$5. Children under 18
 and members of the Friends of the
 Nevada State Railroad Museum
 are admitted FREE



The museum is an agency of the
State of Nevada
 Jim Gibbons, Governor
Nevada Department of Cultural Affairs
 Michael E. Fischer, Director
Division of Museums and History
 Peter D. Barton, Acting Administrator
Nevada State Railroad Museum
 Frank Ackerman,
 Acting Museum Director
 and Editor **Sagebrush Headlight**
 gfackerman@nevadaculture.org
 775-687-6953 ext. 224

The Nevada State Railroad Museum
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 frontieradjusters@pyramid.net
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 Correspondence may be sent to:
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 PO Box 1330
 Carson City, NV 89702-1330

Submissions for the Fall Sagebrush Headlight must arrive at the editor's desk by Tuesday, September 7, 2010.

NEVADA STATE RAILROAD MUSEUM

McKEEN CAR RIDES Sunday, July 4 ONLY

departing from Wabuska Depot, 10:00AM till 4:00PM
McKeen Car Fares: \$10; Children 11 and younger \$5.
 FNSRM Members HALF PRICE with Membership Card.

Summer 2010 STEAM-UPS

Saturday & Monday July 3 & 5

Saturday/Sunday July 24 & 25

Saturday/Sunday August 14 & 15

Saturday/Sunday/Monday September 3,4,5: Labor Day

Trains depart from Wabuska Depot, 10:00AM till 4:00PM
Steam Train Fares: \$5, Children 4-11 \$3.

Three and under FREE

FNSRM Members HALF PRICE with Membership Card.

2010 MOTOR CAR OPERATIONS

TC&GB Motor Car No. 401 will operate every Saturday & Sunday May 1 through September 26,
 departing from Wabuska Depot, 10:00AM till 4:00PM,
except July 4 or when the Steam Train is operating.

Motor Car Fares: \$4, Children 4-11 \$2.

Three and under FREE

FNSRM Members HALF PRICE with Membership Card.

NSRM Turntable Rebuilt

In spite of a late spring with more than the usual amount of wet weather, nine volunteers who contributed nearly 1,200 hours assisted museum staff in a much-needed reconstruction of the turntable. The project was complete enough by Friday May 7 for the McKeen car (photo, Page 9) to be turned for its Centenary run the following Sunday.

Yet to come is the application of decking. NSRM Restoration Supervisor Chris de Witt anticipates recycling timbers salvaged from the old turntable. This material will be re-sawn for its new role. New timbers, supplied by the Hull-Oakes Company of Monroe, Oregon, came to \$11,205. Although part of the hardware from the old turntable could be reused, needed new items cost \$271. Paint and primer came to \$2,100. Materials for the project cost a total of \$15,376.

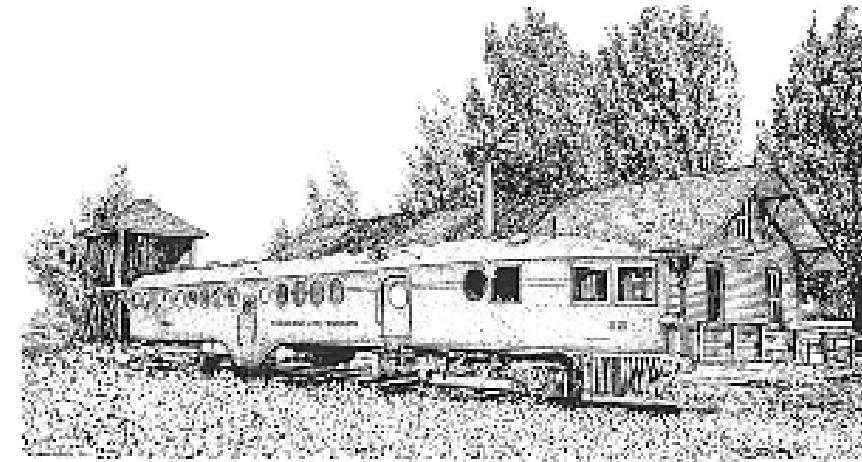
The 39th Annual Nevada Railroad History Symposium will take place in Carson City Friday and Saturday, October 8 & 9, 2010. Its theme is ***Engineering Landmarks on Nevada's Railroads.***
PLEASE NOTE: The Symposium brochure/registration form was mailed as an insert in this issue of the **Sagebrush Headlight**.

PRESIDENT'S MESSAGE

Well here it is, summer is here and everything is starting to pick up around the museum. With the budget constraints, the museum is only open four days per week, so attendance is showing some signs of slowness. Therefore, we all need to promote the facility to the fullest extent that we can. So please encourage your friends and neighbors to visit, ride the train or motor car, and purchase gifts from the museum store.

Some of our off-site activities make the populace aware of the museum and its activities and programs. One such activity is the handcar, which is set up for kids of all ages to experience what early day railroad workers endured in their jobs. The *Friends* obtained a trailer that transports a handcar and the "snap track" to run it on. The trailer is a tandem-axle unit that weighs 3,000 lbs. loaded. Its tongue weight is about 300 lbs., so a pickup truck can tow it. Volunteers are needed to tow it and to help with the setup. If you can devote time to this worthy endeavor, please sign up with Lara Mather at the museum. Your assistance will be greatly appreciated. Let's promote this attendance generator and make this program a huge success.

Speaking of attendance, we did have a most successful inauguration of the McKeen car on May 9, 2010, one hundred years to the date of its arrival in Carson City, with a huge welcome by the public and by the volunteers. It was one of the most successful events for the museum in quite some time. Donor Al Bernhard was there and received numerous awards. The day's activities could not have occurred without the participation and donations and hard work by individuals too numerous to mention, but especially the superb job done by the museum shop crew led by Chris DeWitt: Lee Hobold, Rick Stiver, Robert Tatum, and Jeremy Harding.



A special thank you also to *Friends* member and volunteer Loren Jahn who prepared a special presentation to Al Bernhard on behalf of the *Friends*; a hand-drawn, hand-lettered certificate, shown at left, commemorating the McKeen car and the Virginia & Truckee Railroad. Again, thank you Loren for your hard work.

Well it's time to say goodbye for now, but I'll see you all at the museum this summer.

—Ronald J. Allen



Spotlight on Darlene Berry

Darlene has been a volunteer since 1987 and she can do it all. She is a regular volunteer in the museum store and at the admissions desk; handles ticket sales in the depot, as well as motor car operator and brake woman. When Symposium arrives, she is there to check participants in. Darlene was elected a trustee of the Friends of the Nevada State Railroad Museum in 2008 and is the current Friends Treasurer. She was among the volunteers who helped with rebuilding the turntable this spring (*story, left*).

Darlene was born and raised in Whittier, California, and is one of eleven children. She met her husband Bryan when her niece set them up on a blind date. She was a freshman in high school and he was a freshman in college. They celebrated their 50th wedding anniversary in December, 2009. They have one son, one daughter, one grandson and one granddaughter. Darlene and Bryan moved to Carson City in July of 1975. Darlene began working with Nevada National Bank as a drive-up teller. She retired February 2001 as Branch Manager/Assistant Vice President for U.S. Bank.

—Lara Mather

The Golden Gate Special

By Don Ball

At 7:45 AM, Wednesday, December 5, 1888, a train of five vestibuled Pullman cars departed Council Bluffs, Iowa, behind two of Union Pacific's heaviest locomotives. The *Golden Gate Special* had begun its short career with an attempt to reach San Francisco in 62 hours.

After replacement locomotives had coupled on, the train left Cheyenne, Wyoming, at 11:30 PM. Overnight the train traveled across the high plains and through the Wasatch Mountains to Ogden, Utah, where Central Pacific locomotives were attached. It sped away at 2:45 PM on Thursday.

By Friday the *Special* had traversed the alkali plains of Nevada and the slopes of Donner Pass. It steamed into the Oakland mole train shed at 9:45 PM, having made the journey in 61 hours, 45 minutes—having averaged a blistering thirty miles per hour.

Although hailed as a milestone and success, the *Golden Gate Special* vanished into history within six months. What was this historic train and why was its life so short?

In the East, new, vestibuled, luxury trains of the Pennsylvania and New York Central Railroads were the talk of the wealthier set. Passengers could go from car to car on these trains without crossing open platforms and having to brave the elements. Grand accommodations that provided every comfort generated higher fares. The UP and CP felt certain they could meet this standard, and commissioned Pullman to provide two sleeping cars, a dining car, a combination car and a special composite car.

Golden Gate, the first car in the train, contained baggage space, the barber shop (haircut-75¢, shave-25¢), gentlemen's bath (with a real tub - 75¢), food refrigerators, and a dynamo to power the train's electric lights! The diner *Casa Monica* followed. Decorated with polished oak and velvet curtains, this car seated forty. It was the first dining car in service west of the Missouri River. Union Pacific had to get dispensation from its eating-house vendor to allow its use on the train. The menu included such delicacies as Blue Point oysters, Fillet of Veal à l' Italienne, Fresh Lobster Salad and "Table Water

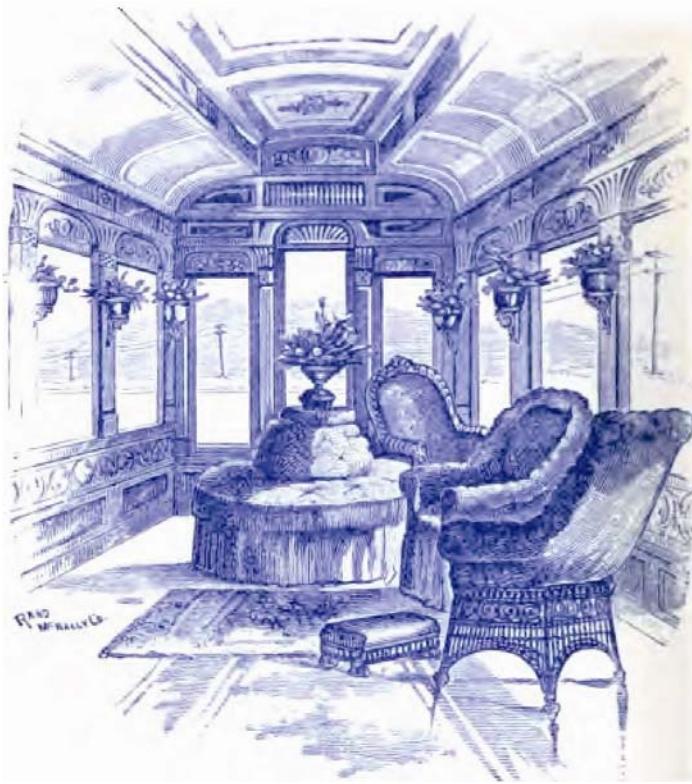
from the Silurian Springs, Waukesha." Patrons could partake of fine wines especially selected for the *Golden Gate Special*.

Sleeping cars *Rahula* and *Khiva* each had twelve sections, and lavatories for ladies and gentlemen. Finished in mahogany, and a blue, brocaded damask, these cars also provided a ladies' maid to help the fairer sex dress and mind the children.

The *pièce de resistance* was the composite car *Aladdin*, at the rear of the train. This car contained a smoking room, six sleeping sections, a 200-book library, the ladies' bath, reading and writing desks, a buffet, and (shown at right) a unique observation room with end windows of that extended almost to the floor to provide the traveler with a better view. Outside, the first-ever observation platform, with its polished-brass rail, allowed one to enjoy the fresh air.



Electric lights abounded throughout the cars including a separate light for each sleeping section. Steam heat provided directly from the locomotive added comfort as did the new Pullman-patented vestibules between the cars which shielded the passenger on his way to dinner or the observation car. For all this, one had only to pay \$100 one-way



fare from Council Bluffs to San Francisco, and subject himself to the privation of being limited to 150 pounds of baggage.

Despite the luxury and amenities of the *Special*, it was not a success. One eastbound and one westbound train operated per week. The *Special* left San Francisco/Oakland on Saturday; the return trip left Council Bluffs Transfer on Wednesday. Throughout its career the train never appeared in the timetable but was a true special, run as an extra train.

East of Council Bluffs the traveler himself had to arrange transportation to his final destination. Of course he had several railroads from which to choose, but he still had to claim his baggage from the *Special* and have it carried across the platform to the train of his choice. There were no arranged connections nor through fares beyond Council Bluffs.

Westbound travel was even more difficult. The traveler had to work backward from the train's Wednesday departure time to find a railroad that

If he missed the *Special*, a week would pass before it ran again.

Ordinary trains ran daily from San Francisco, and had connections through to Chicago or St. Louis and points beyond. On them, however, passengers had to contend with swaying platforms between cars, 20-minute meal stops, and no "Table Water from the Silurian Springs, Waukesha." The fare on these trains was \$100 *round-trip to Chicago* with no baggage limitations. While the *Golden Gate Special* tickets were \$100 *one-way* and were reserved for a particular departure, the normal round-trip tickets were good on any train within a six-month period. The management didn't make it easy to ride the luxury train.

Patronage of the eastbound train was enough to justify its continuance, but westbound traffic barely averaged half the train's capacity. Why? Although a prospective eastbound traveler could go to the depot, see the train, and decide if it was worth the extra cost, a westbound passenger had to act on faith. He would not see the train until time to board it at Council Bluffs. Many probably felt that it was too much money for something they hadn't seen.

In any case, the first part of 1889 saw new cars for the *Golden Gate Special* along with many rumors of increased services and through connections to New York. None of these rumors materialized and the railroads finally admitted to themselves that the *Special* was not paying its way. The last run was on May 12, 1889. The cars were returned to Pullman.

What, then, was the legacy of the *Golden Gate Special*? It proved the practicality of using steam from the locomotive to heat the cars. Individual Baker heaters in each car no longer had to be tended by the train crew. Shortly after the demise of the *Special*, the Union Pacific equipped all of their passenger locomotives for this service. The dining car was established as a practical means of feeding passengers and the railroad eating-house came to a gradual end.

The traffic departments of both railroads realized that there was a market for the high-end customer if proper connections could be provided. Shortly after the end of the *Golden Gate Special*, the Union Pacific established the *Overland Limited*, a train that became what the *Special* had been meant to be.

This article is based on the author's presentation on Friday, October 16, 2009, at the 38th annual Nevada Railroad History Symposium, in Carson City.

Continued from Page 1

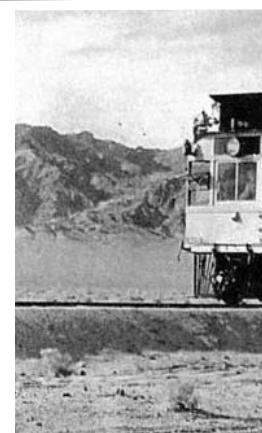
Phillips noted the car seated five nicely, and could accommodate as many as eight. It exhibited good power up a 4-percent grade, ran well at up to 40 miles per hour and averaged 12 miles per hour on the road. In 1921 the T&G purchased motor car No. 99 (photo, Page 1) for \$8,150; primarily for use between Goldfield and Tonopah. The Thompson-Graf-Elder body was mounted on a six-wheel White Company frame with a four-cylinder White engine. The car had a capacity of 22 passengers.

A decline in mining and general business activity ushered in a net loss for the T&G in 1926 – the first in the company's history. Motor car No. 99 was sold in May 1926 to the nearby Virginia & Truckee Railway for \$3,400 where it retained its T&G roster number and operated until 1938. On the T&G, the motor car had operated only 14,000 miles in five years, or fewer than 230 round trips between Tonopah and Goldfield.

-lb. 1931 Brookville motor car (bottom) mounted on a Ford truck.

Tonopah & Tidewater Railroad

The sole T&T motor car, No. 99, arrived for the railroad's last 11½ years of operation. The company had been incorporated in 1904 in New Jersey and was financed and controlled by the Pacific Coast Borax Co. of Francis Marion "Borax" Smith. When car No. 99 (right) was purchased in December 1928, the T&T was operating 169 route-miles between Beatty in Nye County and its connection with the Santa Fe Railway at Ludlow, California.



With declining revenues, the T&T ceased operations in October 1933 over the 25.7 miles south of Crucero, California, where it connected with the Union Pacific's LA&SL line. At the time, No. 99 made three trips a week and a mixed train operated weekly.



No. 99 was built in 1928 for GM's Electro-Motive Corp. by the St. Louis Car Co. Its six-cylinder Winton engine developed 275 HP. The steel-bodied, baggage/RPO/express passenger car came to the T&T secondhand.

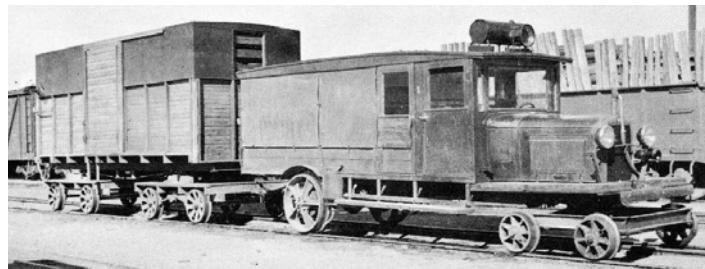
As the photo shows, the motor car regularly hauled a standard

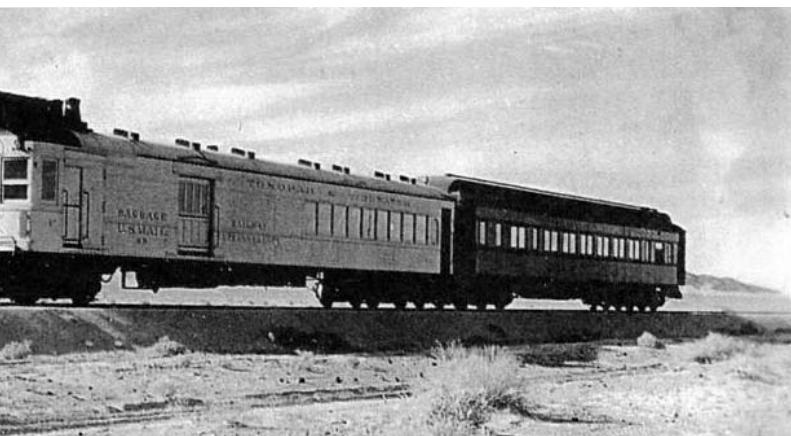
Pullman sleeper from Los Angeles in an attempt to develop Death Valley as a tourist destination. Upon the road's abandonment, T&T car No. 99 was sold to the Sonora-Baja California Railroad in Mexico where it became SBC No. 2501 and was in pay-and-supply-car service as late as 1966.

Death Valley Railroad

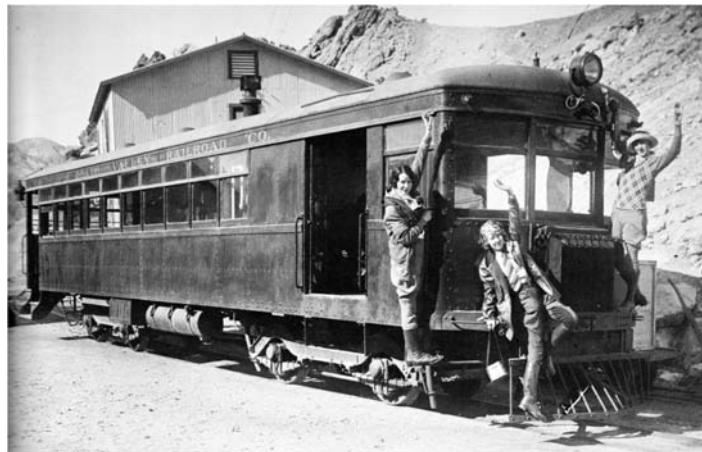
Although nearly all of the trackage of the Death Valley Railroad was in California, the line built a four-mile extension into Nevada to reach clay deposits located near Ash Meadows in Nye County about 1916.

The narrow gauge railroad also briefly had a Brill motor car during the last several years of the short line although it is unlikely the car ever operated on the DV's short trackage in Nevada.





The Death Valley Railroad was another project of F. M. "Borax" Smith's Pacific Coast Borax Co. Incorporated in January 1914, the 36-inch gauge line ran about 20 miles from mines at Ryan, California, to Death Valley Junction on the T&T.



After borax mining had subsided at Ryan, Pacific Coast Borax attempted to promote Death Valley as a tourist destination from October to May of each year. Death Valley motor car No. 5 (*above*) was a passenger-and-baggage car built in 1927 by the J.G. Brill Co. Tourism to Death Valley dropped dramatically during the Depression, mining activity subsided, and the Death Valley Railroad ceased operation March 15, 1931. The narrow-gauge motor car was sold along with DV's two steam locomotives to the U.S. Potash Co. at Carlsbad, New Mexico. The car was used to transport potash workers and light items. It last ran in 1956 and was retired at Carlsbad.

Subsequently car No. 5 was donated to the Laws Railroad Museum, which is operated by the Bishop Museum & Historical Society, just north of Bishop, California. It arrived at Laws in November 1967 and sat on display for more than Twenty years. Between 1999 and 2004, museum volunteers restored the motor car to operating

condition. Painted green and lettered as Death Valley Railroad No. 5, the motor car is believed to be the only surviving narrow-gauge Brill car in the United States.

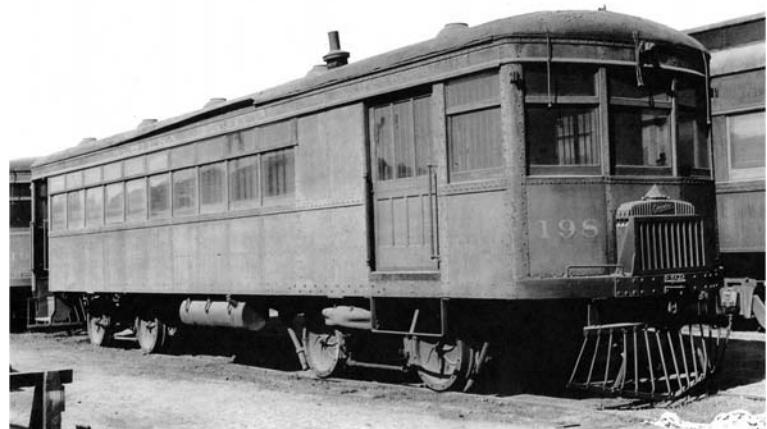
The Trunk Lines

The country's great transcontinental railroads also operated passenger motor-cars at various times in Nevada. These included the Union Pacific's Salt Lake Route through Las Vegas, and the Southern Pacific and Western Pacific railroads out of Reno. The motor cars were used on branch-line as well as mainline trackage.



For several years around 1910, SP operated one of its new McKeen motor cars – often No. 13, built in 1908 – between Sparks and Truckee, as in the photo above. Around the same period, the company briefly operated a McKeen car between Reno and Fallon, Nevada.

The Western Pacific tried two motor cars – Nos. 198 (*below*) and 199 – around 1928 on the Reno Branch. The cars were built in 1922 by the Service Motor Truck Company of Wabash, Indiana.





In this Zephyrette interior photo note the reclining seats, intended for long-distance passengers, in front of the partition.

In the rear portion of the car are commuter-style reversible seats of the type usually found in Budd Rail Diesel Cars.

The photomural on the left-hand partition shows a Zephyrette on the high bridge near Altamont Pass, California.

Finally, two WP Budd *Zepherette* Rail-Diesel-Cars (*Above*) offered tri-weekly service from September 1950 to October 1960 across northern Nevada. The RDC-3s, Nos. 375 and 376, were built in 1950 by The Budd Company of Philadelphia.

Motor Cars in Nevada Today

For more than thirty years, the only motor car to operate regularly in the State of Nevada has been former Tucson, Cornelia & Gila Bend Railroad No. 401. The steel car was built in 1926 by the Edwards Railway Motor Car Company of Sanford, North Carolina.

During 1976, the car operated on Bob Gray's restored Virginia & Truckee Railroad out of Virginia City lettered as the *Washeoe Zephyr*. The car was purchased by NSRM in 1988. Restored to its TC&GB livery in 1999, the car operates weekends, May through September, at the Museum.

On May 9, 2010 (*Please see photos, Page 9*) NSRM restored 1910 V&T McKeen motor car No. 22 to service! The Museum anticipates operating the McKeen Car on special occasions that will probably include Independence Day and Nevada Day.

Credits/Acknowledgements: *This paper is a work in progress. Comments, corrections, and/or additions are welcomed. A great many published sources were consulted along with considerable personal research generously shared by Gregory J. Maxwell, Bob Rohwer, and Kyle K. Wyatt. Cara Randall and Kathryn Santos of the California State Railroad Museum Library were very generous in providing pictorial illustrations.*

Conclusion

For more than 60 years, nearly three dozen passenger motor cars have operated on many Nevada short lines, branch lines, and portions of the mainlines of larger railroad companies operating within the state. Motor cars were largely conceived to provide economical passenger, mail, baggage, and even express service on lightly traveled lines and to augment expensive, full steam-train operations.

For decades, motor cars were a dependable part of everyday passenger travel in Nevada. But with the rise of paved highways and the increase in private automobiles, use of motor cars in Nevada has ceased except for Museum operations. Still, "doodlebugs" and gasoline motor cars remain an indispensable component in the story of historic railroad passenger travel in the State of Nevada.

This three-part article is adapted from the author's presentation of October 17, 2009, at the 38th annual Nevada Railroad History Symposium in Carson City. Part I of this article appeared in the Winter 2010 issue of the Sagebrush Headlight and Part II in the Spring 2010 issue.

Virginia & Truckee Railway McKeen Car No. 22 Returns to Service on the Centennial of its Delivery

On Sunday, May 9, 2010, in Carson City, we celebrated the dual achievement of the completed restoration of the former Virginia & Truckee McKeen Motor Car No. 22 and the 100th anniversary *to-the-day* of its arrival in Carson City. Although the day dawned sunny and warm, the wind came up and clouds rolled in before the ceremony commenced at Noon.

Despite the discomfort of dropping temperatures, the event went off as planned; executed by staff and volunteers to perfection! About 300 persons were on hand for the formal ceremony and we accommodated about 500 riders throughout the day.

—Peter D. Barton



Above: Stephen Drew (standing, center) and NSRM restoration volunteer Bev Smith (seated in front of Mr. Drew, foreground) were among passengers for the McKeen car's first official run.

Above right: Lt. Governor Brian Krolicki was the senior Nevada state official to speak at the car's rededication ceremony.

Top and bottom photos by Mike Dunn; others by Ralph Phillips.



*"Give me your tired, your poor, Your huddled masses
of railroad memorabilia yearning to breathe free.
The wretched refuse of your teeming closet and garage
Send these, the homeless, ignored items, to me.
I will turn them into funds for important projects."*

Please help! The Friends is looking for donations of railroad items to auction, raffle, and sell at the 2010 Symposium. All proceeds will go directly to the Friends who will use them to support Nevada State Railroad Museum projects. For more information or to make a donation please contact Bill Kohler at 775-265-5365.

ATTENTION NSRM FRIENDS! Board elections are happening soon. Show your support for the Friends and NSRM!

Annual elections for the Board of Trustees of the Friends of the Nevada State Railroad Museum will be occurring this summer, with results announced at the 2010 Friends annual meeting, Friday evening October 8th, during the Nevada Railroad History Symposium. Here's your chance to be an active member of the Friends volunteers. Supporting the museum has never been more critical. Become involved by being a candidate for the Board of Trustees. Three of the nine Trustee positions are open for election each year. A term is for three years, with board meetings six times per year. Please consider this invitation to submit your resume so you can help the Friends provide very valuable support to the Museum. Include your name, mailing address, telephone number and email address; and information that describes your interest in railroading, your NSRM volunteer participation, and why you would like to serve as a trustee.

Send your resume to:

Friends Registrar
c/o Nevada State Railroad Museum
2180 South Carson Street
Carson City, NV 89701-5999

Or email resumes to rrglyph@clearwire.net

**Resumes must be received by the Registrar
no later than Saturday, August 21, 2010.**

Thank you for your support of NSRM and the Friends.

—Nancy Humphries
Registrar, Friends of NSRM

Exhibit Development Resumes

After a pause to undertake additional building code, permitting, and exiting review, we believe we are positioned to restart final design, construction and installation of the new permanent exhibits for the Jacobsen Interpretive Center at the Museum. Design work resumed June 1.

We and the State Public Works Board will receive, review and approve final plans, elevations, graphics, and content in July. After that, two construction projects will occur simultaneously: While the contractor is fabricating exhibit media in his studios, NSRM staff will prepare the building and will fabricate elements that, under the contract, are our responsibility.

Any work of this nature that must be done prior to Labor Day will be kept to a minimum. The Jacobsen Interpretive Center may undergo "rolling closures" which are expected to be not more than a day at a time (usually a Monday), to allow NSRM staff to reposition equipment, build the *Joe Douglass* platform, and build visitor-access ramps and platforms.

Contractor installation on-site is expected to commence the week after Thanksgiving 2010 and be completed the week prior to Christmas 2010, so that on Sunday, December 26, when the Nevada State Railroad Museum reopens to the public after Christmas Day, the exhibits will be in place.

--Peter Barton

SELECTIONS FROM THE MUSEUM STORE . . . The store specializes in railroad books for adults and children, Nevada history books, train video and audio recordings, toys, train models, hats and apparel, railroad pins and jewelry, train novelties and souvenirs, note cards, artwork and calendars. We encourage you to visit the store in person. For those of you who wouldn't have the opportunity to visit soon, the merchandise selections below, along with many others, are available by mail-order. Proceeds from sales are used by the Nevada State Railroad Museum to fund a variety of museum projects and public interpretive programs.



Commemorative items celebrate the Centennial of V&T McKeen Car No. 22!

Centennial Belt Buckle \$24.95. Item #385044.

This 2½x3½-inch brass buckle features a finely sculpted image of the McKeen Car showing lettering, steps, handrails and underbody radiator details. Above it is *McKeen Motor Car Company* in the font used on the company's letterhead. Each of the 200 buckles made is numbered on the back. Show your pride in the museum—and in bringing back to life this historic motor car—with this wonderful collectable. Fits belts up to 1¾ inches wide.

McKeen Builders Plate Pin \$5.00. Item #216136.

A miniature McKeen builder's plate as a cloisonné pin. Red color-fill, raised-brass lettering. NSRM exclusive.

Commemorative Tickets still available! \$2.50. Item #187064.

Double-sided ticket issued to riders May 9. The back features a color photo of the motorcar at the depot.

Centennial Silver Medallion \$75.00. Item #188020.

A 0.999 Fine Silver medallion struck on Coin Press No.1 at the former branch mint (now Nevada State Museum) in Carson City. Limited to 250 numbered pieces. The face of the medallion features a profile of the car superimposed over McKeen's porthole-style window. The back depicts Coin Press No.1 and bears the "CC" Mint mark. The medallion is presented in a 4x7-inch card with 1910 images, lettering, and inventor W.R. McKeen Jr's signature. Designed for display and collectability in a protective plastic case. A beautiful commemorative of this historic car!



Special McKeen Centennial T-Shirts! To our McKeen Motorcar T-shirt, introduced last year we have added an imprint on the back commemorating the Centennial. *Shirts with additional imprint will not be reprinted.* Limited quantity. Please order by item number. #102097, Small; #102077, Medium; #102053, Large; #102254, XL; #102045, XXL; all \$19.95 each. #102014, XXXL. \$22.95. #102005, XXXXL. \$24.95.

McKeen Refrigerator Magnet \$4.95. Item #385033. This 1½x2½-inch acrylic magnet features a color, three-quarter view of V&T Motorcar No. 22. *And....Friends membership discounts apply to all of these items!*

Our entire selection of books and audiovisual items (CD's, software and DVD's) is described online at the FNSRM Website. To browse our inventory at www.nsrm-friends.org click on the Museum Store link. For orders or inquiries, please follow the ordering information in the box below.

TO ORDER BY TELEPHONE OR MAIL

To place phone orders, please call (775) 687-6953 (9:00am-4:00pm Fri—Mon). Address mail orders to Nevada State Railroad Museum, 2180 South Carson Street, Carson City, NV 89701. Please include your name, street address, city/state/zip code, and your daytime telephone number. Members of the Friends of NSRM are entitled to a 15 percent discount off all merchandise. Please add \$5.00 for shipping charges. If paying by either Visa or MasterCard, include your credit card number and expiration date. Orders are shipped via FedEx.

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UPCOMING EVENTS

Plan now to attend the 39th Nevada Railroad History Symposium

Engineering Landmarks on Nevada's Railroads

October 8 & 9, 2010, in Carson City! Registration form inside.

Monday Evening Programs

July and August *Summer Break: No Programs*

September 13 *Railroad Sign Language 101* By John Guild

Evening programs are held at the Museum's Interpretive Center on the second Monday of each month except as noted. Programs begin at 7:00 PM (or as noted). Regular Museum admission charges apply.